FUTURE GROWTH OF SASKATOON

"A Tradition of Planning"

City of Saskatoon

FINAL REPORT AND RECOMMENDATIONS

Community Services Department
City Planning Branch
June, 2000

Mayor and City Council

Mayor Henry Dayday
Don Atchison, Ward 10
Donna L. Birkmaier, Ward 9
Howard Harding, Ward 8
Miles Heidt, Ward 4
Anita Langford, Ward 2
James Maddin, Ward 1
Peter McCann, Ward 5
Patricia Roe, Ward 7
Rik Steernberg, Ward 3
Kate Waygood, Ward 6

Future Growth Study Team

Lorne Sully, MCIP, Manager, City Planning
Alan Wallace, MCIP, Project Manager
Laura Hartney, MCIP, RM of Corman Park
Cal Sexsmith, P.Eng., Infrastructure Services
Paul Nyirongo, P.Eng., Infrastructure Services
Corey Oliver, Planner
Jon Markus, Planner
Nancy Bellegarde, GIS Technician

Table of Contents

page

1 Summary and Recommendations.....5

1.1 Summary 5
1.2 Recommendations 6

2 A Strong Tradition of Planning for the Future.....7

2.1 A Blueprint for Guiding Development 7
2.2 Responsible Development 7
2.3 Co-operation with Other Jurisdictions 8
2.4 Smart Growth Movement 9
2.5 Choices 10

3 Major Objectives.....11

4 Saskatoon's Setting.....12

4.1 Geography and Regional Influence 12
4.2 Population 12
4.3 Land Area and Density 13
4.4 City of Saskatoon Development Plan 14

5 Future Growth Methodology.....15

5.1 Growth Sectors 15
5.2 Evaluation Matrix 16
5.3 Suburban Development Areas 16

6 Future Growth Issues.....18

6.1 Sustainable Growth and Development 18
6.2 Servicing Costs 18
6.3 Costs of Sprawl 19
6.4 Future Form and Function of Saskatoon 19
6.5 Long Term Transportation Study (new perimeter corridor) 20
6.6 Balanced East-West Growth 20
6.7 Saskatoon - A River City 21
6.8 Land Bank 21
6.9 Supply of Services to the Region 21

page

6.10 Light Rapid Transit (LRT) and the Public Transit System 22
6.11 The Saskatoon Planning District 23
6.12 Access to Downtown 24
6.13 Natural Areas 24

7 Results of Study.....26

7.1 North Sector (not recommended) 26
7.2 North-West 2 (not recommended) 27
7.3 North-West 1 (not recommended) 28
7.4 West 1 (recommended) 29
7.5 West 2 (not recommended) 30
7.6 South-West (not recommended - with provisos) 31
7.7 South (not recommended) 32
7.8 South-East (not recommended) 33
7.9 East (recommended) 34
7.10 North-East (recommended) 35

1 Summary and Recommendations

1.1 Summary

Future Growth is often cited as technical information such as servicing costs, natural areas or spatial distances. Most importantly, Future Growth is about vision, foresight, good judgment and prudent management. The City can extend services to anywhere, build roads to anywhere, and build neighbourhoods anywhere. However, resources and capital are finite. Future Growth comes down to making choices which have the best interests of all residents of the City and Region at its heart. As with many things in local government, Future Growth is about balancing interests and maintaining efficiency with limited resources.

We have choices. In the future, Saskatoon can be:

- the **Economy City** - by developing in only the most cost efficient lands and keeping future lot prices at the lowest possible level;
- the **River City** - by developing new neighbourhoods near the South Saskatchewan River where future citizens reap health and social benefits by conveniently using the amenities the river has to offer;
- the **Environment City** - doing our part to ensure the future health of our planet by protecting all ecologically sensitive natural areas and integrating them into our future city;
- the **Sprawling City** - by annexing large areas of the rural municipality and becoming the largest city possible;
- the **Concentric City** - by growing in a concentric pattern around a well-defined core to encourage people to visit, work and shop downtown and to foster an efficient public transit system;
- the **Compact City** - by developing a quilt of neighbourhoods integrated into Suburban Development Areas; or
- the **Balanced City** - by developing land in the most economical areas on both the east and west sides of the city.

or, a combination of some or all of these.

The Future Growth Study Team has worked hard to ensure that all relevant information has been brought forward and analyzed for consideration. A methodology was developed to objectively consider each item of information, and finally, a set of recommendations has been made for City Council to consider.

Saskatoon will reach a population of 400,000 and beyond - it is only a matter of time. The citizens of the city enjoy a high quality of life in the community today. The responsibility of City Council today and in the future, will be to ensure that the path we take to get to 400,000 does not diminish the quality of our urban environment and that all of the services and amenities the city offers can be accessed and afforded by all who come to live here.

1.2 Recommendations

a) That City Council endorse a balanced, growth concept and a compact, concentric development pattern centred around the Central Business District;

b) That the West1, North-East and East growth sectors be recommended for detailed design analysis for constructing a 4,000 acre Suburban Development Area containing all facilities and amenities to support up to 50,000 people each;

c) That the Administration be instructed to develop general concept plans for new Suburban Development Areas in the West1, North-East and East growth sectors, and that these concept plans be brought forward to City Council for endorsement in due course;

d) That the Administration be instructed to examine ways and means to accumulate the necessary capital to extend full services and efficient transportation corridors to the West1 growth sector for eventual urban development;

e) That the Administration be instructed to examine the impacts of the Future Growth Study on the Saskatoon Planning District and report back to Council in due course;

f) That the Administration be instructed to examine the impacts of the Future Growth Study on the 1.6 kilometre buffer surrounding the City and report back to Council in due course;

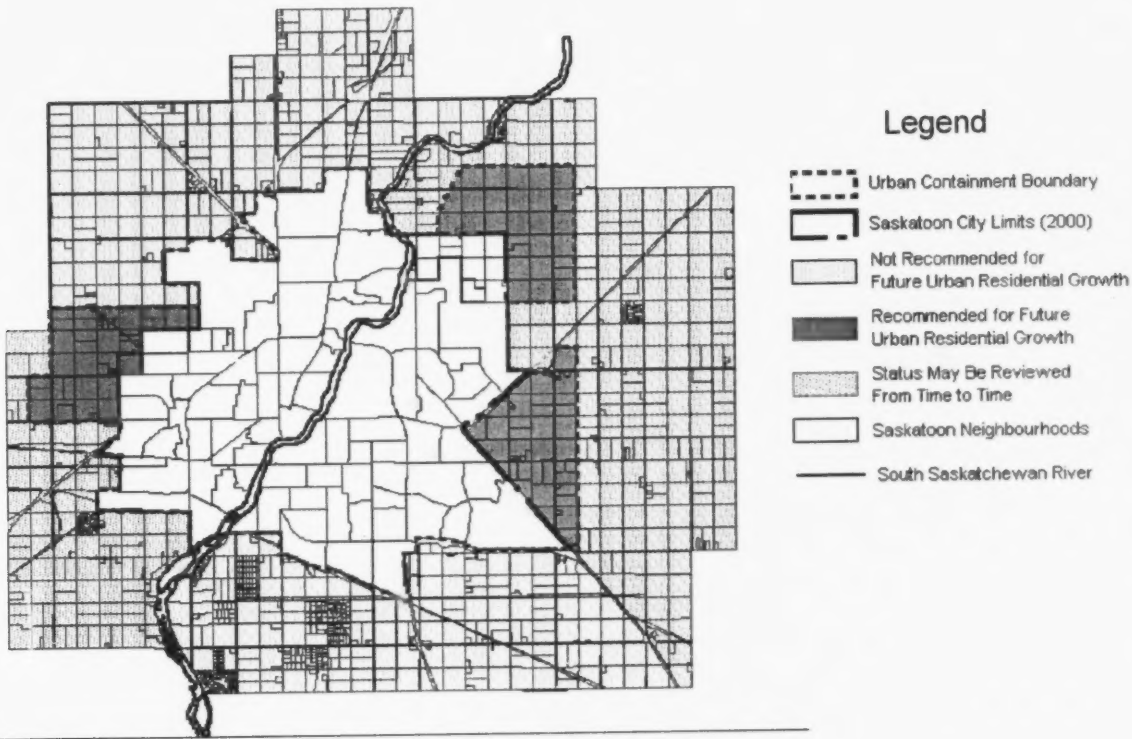
g) That the General Manager of Infrastructure Services be instructed to identify potential corridors for a future Light Rapid Transit System and to further examine how these corridors could be used, on an interim basis, in advance of actual LRT development;

h) That the Land Manager be instructed to acquire the necessary land, over time, which could eventually become part of an LRT system for Saskatoon;

i) That the Land Manager be instructed to acquire land in the recommended growth sectors (West 1, North East and East Growth Sectors), over time and when opportunities arise, to ensure that the City of Saskatoon Land Bank has a reasonable land position upon commencement of development in these growth sectors; and,

j) That the RM of Corman Park receive and endorse the recommendations of the Future Growth Study, 1999

RECOMMENDED GROWTH SECTORS – SASKATOON FUTURE GROWTH
To approximately 400,000 people


Legend
Urban Containment Boundary
Saskatoon City Limits (2000)
Not Recommended for Future Urban Residential Growth
Recommended for Future Urban Residential Growth
Status May Be Reviewed From Time to Time
Saskatoon Neighbourhoods
South Saskatchewan River

Note: This map is conceptual. The dark green areas recommended for future residential growth are intended to illustrate the general areas of growth. Specific properties shown may or may not be developed pending the outcome of more detailed study.

2 A Strong Tradition of Planning for the Future

> *"Having established herself, it is but natural that consideration should now be given to those things which, as the years go on, will make of her not merely a city of low taxes, but one to which because of a convenient and attractive environment, people will be glad to come, and where they will be happy to dwell."*
>
> *(excerpt from the introduction to 'The Saskatoon Plan', report to the Town Planning Commission, Wilson, Bunnell & Borgstrom Ltd., Toronto, 1930)*

The City of Saskatoon is the envy of many who have appreciated its strong tradition of city planning and future growth planning. Saskatoon is a compact, well-planned city based on a proven, effective growth model. The growth model we administer today has been adopted from Future Growth Studies of the past which were visionary and helped to establish the unique way in which Saskatoon develops its urban environment. Our growth model is directly responsible for the high level of quality of life Saskatonians enjoy.

2.1 A Blueprint for Guiding Development

The Future Growth Study is a major study of land contained within the Saskatoon Planning District totaling 36,678 hectares (90,639 ac). The planning process began by identifying, discussing and analyzing issues which are considered important when urbanizing the rural region. Issues such as urban sprawl, density, environmental protection, maximizing access to the riverbank amenities, maximizing access to the downtown, public transportation, land banking, etc., have been fully considered in the Future Growth planning process. This report is calling on the Council of Saskatoon to be visionary, to show leadership and to adopt a 'blueprint for development' we can all be proud of and which will guide decisions affecting the future form and function of our city well into the 21st Century.

The Future Growth Study provides the City and the Rural Municipality of Corman Park with a blueprint which will assist future administrations to focus long range urban growth strategies and concept plans in three growth sectors. The Study is not important simply from a technical point of view, but also important from a vision or community values point of view as well. Saskatoon is, and will continue to be, faced with choices. The importance of the Future Growth Study is that it provides some parameters for dealing with those choices. Key issues such as servicing costs, environmentally sensitive areas, soil conservation, form and function of the city, and others, have been presented in the study. A methodology was created which systematically considered each and every key opportunity and constraint for Council's consideration. In the end, a set of recommendations has been formed which create a strategy for making Saskatoon the best it can be in the future and a city concerned with quality of life.

2.2 Responsible Development - *'think globally - act locally'*

Among the most important decisions a City Council must make from time to time involve decisions affecting Future Growth of the city. Decisions affecting future growth have far

reaching and lasting impact. The future form and function of Saskatoon will have environmental, economic, aesthetic and political effects lasting perhaps centuries.

The future development of our City and surrounding region affect us locally, however, as we have learned over time, some impacts of growth may have global effects. For example, how we interact with the South Saskatchewan River and how we regard other natural resources such as prime agricultural soil may have impacts on future generations of people who not only live in Saskatoon, but also those who dwell in places far from Saskatoon. Saskatoon is no longer a small city and its future growth will have impacts which contribute to global trends. It is time for Saskatonians to take their place among the larger cities and regions in Canada and have regard for the broad interests of many.

Each new development in Saskatoon is comprehensively planned as a neighbourhood. Each neighbourhood is then planned as part of a Suburban Development Area. All necessary services and amenities expected by people in neighbourhoods and Suburban Development Areas are accounted for many years in advance of actual development. This method of growth is only possible by adhering to a comprehensive Development Plan, recognizing the valuable amenities of the South Saskatchewan River, and protecting and enhancing the Downtown and adjacent core neighbourhoods.

As a result of careful planning, Saskatoon today is not characterized by counterproductive, wasteful, low-density sprawl or piecemeal development. This is due in large part to City Council's heritage of maintaining strong planning principles, but also to City Council's desire to define the City's growth requirements years in advance of actual development. For example, residential land being developed today in the Silverspring neighbourhood, was annexed in 1979, based on a Community Planning Scheme adopted by City Council in 1966. The Community Planning Scheme of 1966 was the first of its kind in Saskatoon and provided the City with a foundation for future development plans which have served the city and region very well for nearly 40 years.

2.3 Co-operation with Other Jurisdictions

The City of Saskatoon has established exemplary relationships with other jurisdictions which have a stake in the development of the Saskatoon Region and share its resources. Aboriginal groups, adjacent municipalities and authorities have benefited from a City which understands that future growth depends on co-operation. For example, the City of Saskatoon and the Rural Municipality of Corman Park have jointly managed the growth and development in the Saskatoon Planning District since its creation in 1956. Furthermore, the City has played a major role in the development and execution of compatible land use agreements with Aboriginal First Nations to ensure that Treaty Land Entitlements are integrated into the city and region's growth models. This spirit of co-operation and joint responsibility is not common and is exemplary in Canada.

2.4 Smart Growth Movement

> *"That Saskatoon has a town planning commission is an evidence that her people recognize that growth will continue and that by an exercise of foresight it can be made a growth of quality."*
>
> *('The Saskatoon Plan', Wilson, Bunnell & Borgstrom Ltd., Toronto, 1930*

Smart Growth is a growing movement among North American cities in response to over 50 years of counterproductive and wasteful urban sprawl. Smart Growth does not mean no growth. It means managing growth by considering many urban, regional and even global issues when making decisions about further urban expansion. Smart Growth is about compact urban growth centred around a strong, vibrant downtown. The need for a more compact urban form in North America is a growing trend which has been shown to have positive spin-off effects on the environment and the local economy. For too many years, North American cities have needlessly expanded their urban boundaries at great cost to taxpayers and the natural environment.

The City of Saskatoon has a significant place and role within Canada. As a major prairie city at the heart of Canada's grain belt, Saskatoon has a responsibility to ensure that prime agricultural land and natural areas are not needlessly consumed or wasted. Future generations of Saskatonians are counting on the Council of the day to show leadership and responsibility in the era of Smart Growth. Many cities in North America are only now recognizing the enormous costs of the low-density suburban growth which has occurred over the past 50 years. These significant costs are usually not apparent until many years later when it comes time to replace infrastructure or provide improved services to a growing, sprawling, low-density population.

Saskatoon has adopted a "pay as you go" philosophy meaning that it does not normally borrow funds beyond the City's capacity to fully cover the borrowed funds from the existing tax base and reserves. New infrastructure is constructed as it is needed and not ahead of its time. Furthermore, developers are required to pay for all on-site and many off-site servicing costs (levies) at the time lots are ready for sale. It should be noted however, that not all costs associated with growth are covered by these levies. Major city-wide infrastructure such as new bridges and major interchanges are funded separately. Other costs associated with future growth can be significant such as longer transit routes in areas which are low-density, longer travel time for emergency response, longer travel time to city-wide public facilities and downtown all have a significant cost component which are not covered by levies.

A conservative fiscal policy and long range planning has served the City well. Conservative fiscal policy over many years has meant that the City has been able to maintain a Triple A bond rating and Saskatoon remains a compact city which is efficient to service and economical to live in.

2.5 Choices

The City of Saskatoon is now faced with choices. According to modest growth projections, the City is within 20 to 30 years of fully developing the suburban development areas contained within the existing boundaries, as originally planned in 1966. The City is faced with the task of implementing a long range growth plan which will guide development in Saskatoon and the district well into the 21st century.

> *"...if there is no comprehensive plan to guide development in a well thought out program to co-ordinate private and public activities with reference to all the requirements of the community, Saskatoon won't become the city it might otherwise be and it will have to spend more money in the end."*
>
> *('The Saskatoon Plan', Wilson, Bunnell & Borgstrom Ltd., Toronto, 1930)*

It is the goal of this study to identify the choices for City Council which will make Saskatoon and Saskatoon of the future, the best City it can be and leave a legacy of foresight, vision and prudent management.

3 Major Objectives

Below are four major objectives for Saskatoon as it considers Future Growth:

a) **Economy** - keeping Saskatoon and its region economically vital. Low density urban sprawl is expensive to service and expensive to maintain. Individuals and business taxpayers will benefit from compact growth by saving millions of dollars from unnecessary costs of building and maintaining the infrastructure required to support low-density sprawl. Building a city which is compact and accessible will benefit local businesses and the city's economy over the long term.

b) **Environment** - keeping Saskatoon and region environmentally healthy by adopting future growth strategies which promote retention of prime agricultural land, significant natural areas and wildlife habitat. This objective will help to make Saskatoon a sustainable city. For example, Table 1.0 shows the breakdown of soil classes being consumed for urban purposes under the recommended growth scenario. Saskatoon is fortunate in that the City is virtually surrounded by Class 3 and Class 4 soils which are soils with 'moderately severe' to 'severe' limitations for crop types and crop yields. Only a relatively small area in the East and North East are Class 2 soils representing only 9% of the total land area identified for future urban growth. There are no Class 1 soils located within the Saskatoon Planning District. (Further refinement of the designs for future Suburban Development Areas will ultimately define exactly how much land is consumed in each soil class).

c) **Social** - keeping Saskatoon socially vibrant by keeping the core of the City healthy. A key issue is to maintain convenient access to all civic and regional facilities including the downtown for the enjoyment of all citizens. Policies which promote a compact neighbourhood environment also encourage a heightened sense of community.

d) **Aesthetics** - Saskatoon receives immense benefit from its river setting - both economically, aesthetically and socially. Future growth will be important to maintaining Saskatoon's reputation as a beautiful river city. Future growth policies which maximize the city's river setting and preserve the natural features contained in the river valley will be important to ensuring that Saskatoon draws people who want to live, work, play and visit in Saskatoon.

4 Saskatoon's Setting

4.1 Geography and Regional Influence

Saskatoon is a major Canadian City surrounded by the Rural Municipality of Corman Park in Central Saskatchewan. The City of Saskatoon has evolved to become one of two primary service centres in Saskatchewan, with a trade area of over 500,000 people, serving the central and northern parts of the Province. Saskatoon is a major centre for the manufacturing and distribution of goods and services for industry and agriculture, as well as providing specialized educational and health care services, including the University of Saskatchewan and three major hospitals.

Saskatoon also offers many cultural, entertainment and recreational opportunities for residents and visitors. The City of Saskatoon shares the Region with several urban and rural municipalities, First Nations, and other authorities, both within and outside the city limits. The operations of the City and these other jurisdictions have major influences on each other. In recognition of this principle, the City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions.

4.2 Population

Table 1.0 details Saskatoon's population growth from 1951 to 2006.

Table 1.0 Saskatoon's Population 1951 - 2006

Year	Census Population	+/-	% chge
1951	53,268		
1956	72,858	19,590	36.8%
1961	95,526	22,668	31.1%
1966	115,892	20,366	21.3%
1971	126,445	10,553	9.1%
1976	133,750	7,305	5.8%
1981	154,210	20,460	15.3%
1986	177,640	23,430	15.2%
1991	186,058	8,418	4.7%
1996	193,647	7,589	4.1%
2001	***215,495***	***21,848***	***11.3%***
2006	***224,476***	***8,981***	***4.2%***

Source: Statistics Canada - Census

According to the Canadian Census, Saskatoon has been growing annually at an average rate of 2.17% since 1971. Today, this means that approximately 2,700 to 3,000 people are added to Saskatoon's population each year. This growth is a combination of natural growth and in-

migration. In-migration today is mainly from rural areas in Saskatchewan, but a more diverse economy is now drawing people from other parts of Canada as well.

It was estimated by the City Planning Branch that on December 31, 1999 Saskatoon's population stood at 212,136. This is the 'reported population' after counting Saskatchewan Health Registrants, Treaty aboriginals, Department of National Defence and RCMP personnel. Saskatoon's population growth over the last 30 years could not be categorized as rapid but rather modest and constant. By 2020, at current averages, 50,000 to 60,000 additional people could be living in Saskatoon building homes, using roads and highways, needing schools, libraries, police protection, sewer, water and fire services in the existing Suburban Development Areas of Confederation, Nutana, University Heights or Lakewood.

4.3 Land Area and Density

Saskatoon covers an area of 137 square kilometres inside its corporate boundary. At current average density, Saskatoon contains enough land within its existing corporate boundary to accommodate a population of 270,000. At current rates of population growth, it will take approximately 25 years before Saskatoon will require another Suburban Development Area to be ready for development. Since 1960, the City of Saskatoon has undertaken forty-eight (48) individual annexations totalling 6,086.21 hectares (15,038.83 acres). The most numerous annexations occurred in the period 1970 - 1979 in response to housing demands of "baby boomers" as the following table shows.

Table 2.0 - Annexations by City of Saskatoon 1950 - 1998.

Years	Individual Annexations	Area (acres)
1950 - 1959	11	3,862.05 (9,543)
1960 - 1969	14	1,315.74 (3,251.15)
1970 - 1979	23 (excludes airport)	2,859.97 (7,066.89)
1980 - 1989	10	1,795.57 (4,436.79)
1990 - 1998	1	129.50 (320)

Saskatoon is a compact city relative to other Western Canadian Cities. The following table shows a density comparison for comparable Western Canadian Cities.

Table 3.0 - Land Area Comparisons between Major Western Canadian Cities - 1996.

City	Land Area (sq.km)	Population	Density (persons/km2)
Regina	114	180,400	1581
Saskatoon	**137**	**193,647**	**1415**
Winnipeg	464	618,477	1332
Calgary	716	768,082	1071
Edmonton	670	616,306	919

4.4 City of Saskatoon Development Plan

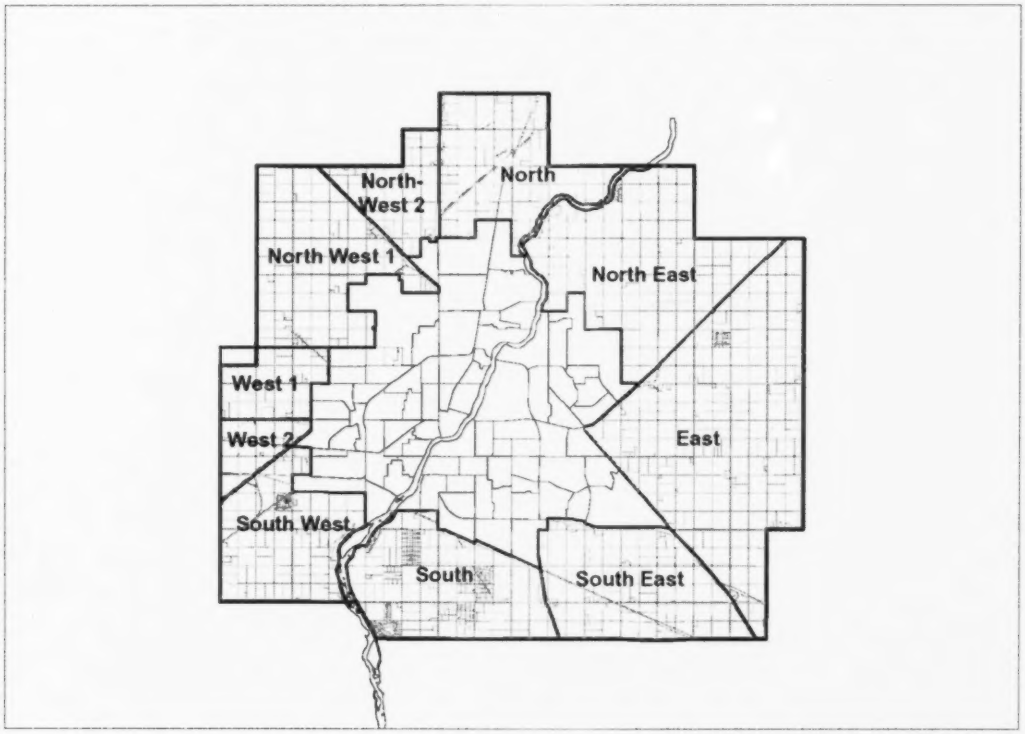
The City of Saskatoon adopted a new Development Plan in 1998 (Bylaw No. 7799). The Development Plan contains land development policies to guide the growth of Saskatoon and balance economic, social and environmental needs of the community. The Development Plan states that development shall be contiguous, orderly (phased) and that future growth will be planned as increments called 'Suburban Development Areas' (SDAs). As discussed in more detail below, SDAs are units of 8 to 10 neighbourhoods containing up to 50,000 people. Neighbourhoods are the building block of any new Suburban Development Area and the standard upon which new residential areas are developed.

5 Future Growth Methodology

5.1 Growth Sectors

The Saskatoon Planning District is a 3 to 7 kilometre area of land surrounding Saskatoon (see Map No. 1). The Planning District was created by Ministerial Order on the authority of the Planning and Development Act, 1984. The District was created to allow for joint control between the RM of Corman Park and the City of Saskatoon. The two jurisdictions each control the growth and development of land in the district through the Saskatoon Planning District Development Plan and Zoning Bylaw.

For the purposes of data gathering and analysis, the Saskatoon Planning District has been divided into ten (10) growth sectors as shown in Map No. 1.



Map No. 1

Each sector is entirely contained within the Saskatoon Planning District. Where possible, the divisions between the Growth Sectors followed along major highways or railways. It was important to use highways and railways as boundaries since it would be undesirable to split any future SDA with such a feature.

5.2 Evaluation Matrix

Each Growth Sector has been examined and evaluated by the Study Team using a seven point ranking system. The ranking system was used to objectively evaluate the Future Growth Factors listed in the evaluation matrix (see Technical Summary section). Each factor belongs to one of five categories which are identified as Future Growth objectives described above in Section 3. The Evaluation Matrix lists forty (40) individual factors which have been assigned a weight and a ranking. The matrix is not intended to be used to yield a mathematical result. The matrix is intended to organize factors and to assist the study team in its evaluation of each sector. Without the matrix it would be nearly impossible to recall not only the factors, but also the relative importance assigned to each factor. In the final analysis, it was up to the study team to make a final assessment of each growth sector based not only on the factors but on other less objective factors such as experience and ultimate form of the city.

5.3 Suburban Development Areas

The City of Saskatoon Development Plan states that the basic building block of the city is the Suburban Development Area (SDA). The SDA is defined in more detail below:

> *"Long range planning for neighbourhoods and related community facilities shall be organized within the context of Suburban Development Areas. Suburban Development Areas contain approximately 8 to 10 neighbourhoods and the housing and community facilities necessary to accommodate about 50,000 people. The five existing Suburban Development Areas include Confederation, Lawson, Nutana, Lakewood, and University Heights. Alterations to established future growth patterns and existing Suburban Development Area configurations may be evaluated from time to time where demographic, market, or servicing considerations warrant."*
>
> *(Section 3.1.2 f), City of Saskatoon Development Plan Bylaw No. 7799)*

On average, using today's development standards, a new Suburban Development Area will require approximately 1,600 hectares (4,000 acres) of land to accommodate a residential population of 50,000. The challenge of the Future Growth Study will be to identify the next three SDAs totalling approximately 4,800 hectares (12,000 acres) of land currently in the Saskatoon Planning District.

Table 1.0 below illustrates the expected demographic and development components which will constitute a new SDA.

Demographic Data	Proposed SDA
Total Population	50,000
Number of Neighbourhoods	10
Total School Enrollment (6-18 yr olds)	10,528
Public School Enrollment	6,281
Separate School Enrollment	4,236
Special Education Enrollment	12
Total Occupation	26,143

Average Household Size	2.5
Total Households	20,000
One Parent Households	2,481
Number of Vehicles	27,151
Vehicle/Resident	0.54
HC (tonnes)	923.68
CO (tonnes)	6,859.88
NOx (tonnes)	480.33
CO2 (tonnes)	108,378.70
Tonnes of Vehicular Pollution Generated Annually	116,642.59
Annual Gasoline Consumption per Year (litres)	56,527,877.68
Number of Registered Library Borrowers	23,645
Home Based Businesses	181
U of S Students (West)	1,278
U of S Students (East)	3,084
Total Number of Dwellings	20,000
Owned Dwellings	62%
Rented Dwellings	38%
Dwelling Units/Gross Acre	5.00
Row House (Population Residing Within)	1,674
Single Unit Dwellings (Population Residing Within)	36,802
Apartments (Population Residing Within)	7,725
Duplexes (Population Residing Within)	3,762
Tonnes of Solid Waste Generated Annually	24,500
Total kWh of Electricity Consumed Annually	310,000,000.00
Development Data	**Proposed SDA**
Gross Area - Hectares (Acres)	1,600 (4,000)
Residential Development	1,036 (2,560)
Municipal Reserve	162 (400)
Roadways	340 (840)
Buffers, Parks, Walkways	81 (200)
SDA Parkspace/1000 people	4 (10)
Neighbourhood Park Space	(244)
Core Parks	(161)
Pocket Parks	(44)
Linear Parks	(39)
Multi-District Park	(40)
High School Sites	(59)
District Park Size	(129)
Row House	(740)
Single Unit Dwellings	13,005
Apartments	4,734
Duplexes	1,510

6 Future Growth Issues

6.1 Sustainable Growth and Development

As the City of Saskatoon grows and expands its boundaries, it has a major responsibility to ensure that the resulting development will sustain the needs of future generations. Following is Clause 2.1 of the Development Plan which addresses this issue

> *"A sustainable community is one that meets its needs today without limiting the ability of future generations to meet their needs. This means a community that sustains its quality of life and accommodates growth and change by balancing long term economic, environmental and social needs. This Plan recognizes the following principles in building a community with a sustainable quality of life:*
>
> *a) economic diversity, economic security, and fiscal responsibility;*
>
> *b) environmental protection and stewardship;*
>
> *c) equity in land use decisions and a fair distribution of community services;*
>
> *d) efficient use of land, infrastructure and other resources in managing the City and accommodating growth and change; and*
>
> *e) decision making based on democratic institutions and public consultation."*

Saskatoon has a responsibility to make future growth decisions which are informed and account for all factors - economic, social and environmental. All decisions must be sound and based on as much information as possible about costs, natural areas, soil conditions, archeological resources, environmentally sensitive areas as well as form and function of a future Saskatoon.

6.2 Servicing Costs

In 1988, the Infrastructure Services Department undertook a major servicing study to determine the servicing and staging costs for areas adjacent to Saskatoon's corporate limits. Twelve areas surrounding the City were investigated for serviceability by water, storm and sanitary systems. Cost estimates were prepared for the major components only of each of the water distribution and sewer collection systems. Estimates do not include the cost of water or sewage treatment facilities, the cost of local services, nor the cost of financing. Existing water and sanitary treatment facilities were considered to be expandable at their present locations and self financing as utilities.

The results of the 1988 study are still relevant in today's environment. The cost estimates have been updated in today's dollars and are included in the technical appendix.

6.3 Costs of Sprawl

In 1995, the Greater Toronto Area (GTA) Task Force estimated that continued urban sprawl in the GTA over the next 25 years would cost $69 billion in new infrastructure (road, sewer, water) capital, operating and maintenance costs. However, it was found that the same growth could be accommodated through more compact urban development for only $57 billion, a saving to taxpayers of $12 billion. When auto related costs of air pollution, health care, policing, congestion and land acquisitions were factored in, the total annual savings approached $1 billion per year over the 25 year study period (source: Urban Transportation Council, November 1998).

As indicated in the Future Growth Discussion Paper (June 1999), Saskatoon is not a sprawling city when measured against other cities. The City of Saskatoon Development Plan prevents sprawl, leapfrog development and piecemeal development from occurring. Residential development and growth policies require that each residential development be incorporated as a neighbourhood and integrated within a Suburban Development Area. All residential developments are phased in an orderly fashion to prevent sprawl and inefficient growth. Many cities in North America are making attempts to move in this direction. Their objectives are to adopt efficient growth models after many years of counterproductive and inefficient sprawl.

6.4 Future Form and Function of Saskatoon

How Saskatoon functions in the future will be affected by Saskatoon's future form. For example, future traffic patterns, cost of servicing (which translates to land costs) and Saskatoon's reputation as a beautiful river city (attractiveness) will be affected by the direction of growth.

Section 3.1 of the City of Saskatoon Development Plan contains the following policies regarding the form and function of Saskatoon now and in the future.

"City Form and Structure

> ***Objective:*** *To build a fiscally, socially and environmentally sustainable community by:*
>
> *i) ensuring the efficient use of land and civic infrastructure;*
> *ii) maintaining a rational and effective system to manage urban growth; and*
> *iii) providing an appropriate distribution of important community facilities and services throughout the City.*

3.1.2 Policies:

Compact City Form
a) The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the City."

In 1998, City Council adopted a new Zoning Bylaw. The Zoning Bylaw included allowances for smaller lot sizes in many low density zoning districts. It also permits the development of secondary suites in low density zones. Saskatoon already has some of the smallest building setback requirements of any city in Canada. In examining sprawl and its consequences, many cities in North America have found that their local zoning regulations have, in fact, discouraged compact development. Due in large part to the Plan Saskatoon initiative, Saskatoon's new local zoning regulations encourage compact development.

6.5 Long Term Transportation Planning Study

The City of Saskatoon and Saskatchewan Highways and Transportation recently contracted the services of a private consultant to complete a Long Term Transportation Planning Study (LTTPS). The study involved the assessment of the need for a perimeter route completely encircling the City of Saskatoon. The LTTPS has compiled and assessed relevant quantitative and qualitative information for the development of a perimeter route to service the City and its outlying communities. The study has recommended a desirable location and physical characteristics for such a perimeter route. Much of the technical work required by the long range transportation study has been completed. The consultants have made a recommendation for a new transportation corridor to correspond with the findings of the Future Growth Study. Map No. 2 illustrates the recommended corridor for a new perimeter roadway encircling Saskatoon.

6.6 Balanced East-West Growth

Since 1911, Saskatoon has developed and grown, generally speaking, in equal amounts on both the east and west sides of the river. Since 1979 however, Saskatoon has been developing at an increasingly faster rate on the east side of the river.

Year	West Side	%	East Side	%
1971	57,680	46%	68,491	54%
1981	80,525	53%	72,485	47%
1999	110,000	53%	97,000	47%
2025	124,376	46%	145,624	54%
@420,000	174,376	41%	245,624	59%

Unbalanced growth is occurring primarily due to the City's limited ability to continue providing economical underground urban services (sewer, water) on the west side of the City. In order to add another Suburban Development Area to the west side of Saskatoon, a major financial commitment of capital funding will be required to add new water and sewer capacity to areas west of Parkridge, Confederation, Dundonald and Montgomery Place neighbourhoods. More detailed work, including cost analysis for the preferred west side growth sector, will need to be completed in the years ahead to open up new development opportunities on the west side.

6.7 Saskatoon - A River City

Saskatonians derive immeasurable benefit from Saskatoon's setting on both banks of the South Saskatchewan River. It has allowed people to access the natural riverbank amenities and use this area for recreation and social events. It has contributed to the local economy of Saskatoon by drawing people to the water for annual events. However, development is moving increasingly away from the river; not along it. Choosing to grow away from the river as opposed to growing close to its banks may have significant long term impacts on the function of Saskatoon. For example, by moving farther from the river, future residents may be deterred from travelling the distance required to enjoy this natural asset, or, the public may demand more convenient public transit to carry them from outlying areas to areas near the river.

Maximizing the river setting is not without costs. A greater reliance on river crossings is an inevitable requirement to growing near the river. River crossings are expensive to build and maintain. Furthermore, will more people put too much strain on the natural river setting and its delicate environment?

6.8 Land Bank

According to the 1999 Audit Report of the City of Saskatoon Land Bank, it was concluded by the Report that the City of Saskatoon should remain an active participant in the Land Bank and land development business. City Council adopted the Audit Report in 1999. The Saskatoon Land Bank exerts a positive influence on the availability and market price of serviced residential lots, generating profit, and facilitating orderly urban growth. It will be a major endeavour in the years ahead to ensure that the Land Bank continues to exert a positive influence in the marketplace. At the present time, the City has almost no presence in the East Sector and very limited holdings in the North-East and West 1 Sectors. As opportunities arise, the City's Land Manager will need to take steps to ensure that the City of Saskatoon has a reasonable land position in the West 1, North-East and East Sectors in order for development to begin in these sectors in 20 to 30 years time.

6.9 Supply of Services to Region

The City of Saskatoon has provided some urban services (fire protection, water, etc.) to areas outside the existing City limits. The extension of services is important to ensure that regional settlements are able to obtain basic services. However, the provision of services is not

guaranteed for all. There are limitations which regulate how much and where services are extended beyond City limits. Proper planning must be undertaken by the municipalities receiving urban services to ensure that the extension of services is not haphazard or random and cause undue stress on the existing system. The extension of services will only be considered when the City is satisfied that the extension will not lead to undue upward pressure on rates and/or have a negative impact on the operation of the utility. The City of Saskatoon Development Plan contains the following policies in this regard.

> *"3.2 Extension of Services Beyond City Limits*
> *h) In order to develop and maintain an efficient and sustainable regional settlement pattern, the extension, distribution, or sale of services beyond the boundaries of the City shall be undertaken only under the following circumstances:*
>
> *i) no less than the full capital and operating costs of the services being provided are recovered;*
>
> *ii) the municipality or other jurisdiction receiving the service shall ensure that any benefiting development conforms to a rational long term land use and development strategy, that is economically, environmentally and socially sustainable; and*
>
> *iii) that the nature or volume of the service being provided will not place limitations on the provision of services within the City of Saskatoon, now or in the future.*
>
> *Specific agreements between the City and the affected municipality or other jurisdiction, may be entered into in order to clarify the intent and implementation of service extensions."*

6.10 Light Rapid Transit (LRT) & the Public Transit System

Studies have been conducted on the relationship between land use and LRT usage. It was reported in the 1992 Transportation Study that in terms of operating costs per passenger, an LRT system was found to be feasible in CBDs with commercial space of 2 million square metres or greater. In 1998, Saskatoon's CBD contained 541,451 square metres. Clearly, Saskatoon today is not large enough to support the operation of an LRT. However, there may be a need to examine the feasibility of securing abandoned railway corridors or other under-utilised rights-of-way for future public transit use. The 1992 Transportation Study concluded that while the need to secure land for future transit corridors is not warranted now, it would be appropriate from a planning perspective to secure abandoned rail lines as there are other possible uses for these linear corridors (i.e., roads, bicycle/pedestrian paths, open space).

The future form of Saskatoon will have tremendous economic and operational impact on the public transit system. The following requirements are important to the future efficiency of the Saskatoon Transit System.

a) **Proximity of new growth to the downtown CBD**: As the transit service is based on a hub and spoke method of service delivery, coupled with a timed transfer system, the closer new growth is to downtown, the better. Therefore, all things being equal, it is more economical for transit to service new areas which are closer to the downtown hub than those which are farther away. This would tend to favour areas to the north and west of the city over areas to the east and south of the city.

b) **Proximity of new growth to existing and planned Transit Terminals:** In order to provide service to many of the outlying areas of the City, transit operates "collector" routes which connect to primary routes which serve to the CBD and make transfer connections. Our current terminal locations include Confederation, Lawson, U of S, and Wildwood Terminals. There are future plans to develop a terminal in the Sutherland area. New growth which allowed us to take advantage of current terminal locations and possibly extend current collector routes would have economic advantages over areas which would require completely new service.

c) **Physical Barriers & Access:** - The city's current physical barriers include the South Saskatchewan River, Circle Drive, and railway crossings. As public transit in Saskatoon uses the same roads and access points as the automobile, good access is important in planning new services.

d) **Support for high density development:** - To the extent that one new area would be developed in a denser manner compared to another new area, increased density is preferred from a transit perspective.

e) **Contiguous development:** - New development contiguous to existing development is preferred to areas which are developed in a non-contiguous manner and therefore require service to operate with little or no catchment area.

6.11 Saskatoon Planning District

By mutual agreement, the RM of Corman Park and the City of Saskatoon, created the Saskatoon Planning District in 1956. The Planning District was created to jointly manage and control the use of land immediately adjacent to Saskatoon. The Planning District has its own Development Plan and Zoning Bylaw. The City of Saskatoon is represented on the District Planning Commission which reports to both Councils. All current operations and development control applications are reviewed by the Commission prior to going to the RM Council.

The goals of the Saskatoon Planning District Development Plan are stated below.

1. *To maintain the agricultural character of the District while recognizing the need to provide for an appropriate array of land uses.*

2. *To help provide a framework within which both the City and the Municipality can rationally plan for long term growth.*
3. *To promote development which will not compromise mid and long term growth strategies of the City.*
4. *To develop land use policies which will allow for balanced and orderly growth in the District.*
5. *To develop policies which will enhance and diversify the lifestyle of the residents of the District.*
6. *To maintain the natural features of the District for the use and enjoyment of present and future generations.*
7. *To develop land use policies which will reflect sound environmental management.*
8. *To provide sound administration of land use planning and development in the District.*

It is expected that the Future Growth Study will have implications for the current boundaries and policies in the Saskatoon Planning District. This may require an examination of the 1.6 kilometre (1 mile) buffer which surrounds Saskatoon and other policies related to the City's growth in the region. More detailed examination is required to fully understand the impact on the Saskatoon Planning District after the direction of urban growth has been determined.

6.12 Access to Downtown

Section 3.1 of the City of Saskatoon Development Plan states:

> *"Role of the Downtown...*
>
> *b) The Downtown is the centre and heart of the City and Region and will continue to provide the highest level of administrative, commercial, cultural, and entertainment facilities. The Downtown will also contain the highest development densities in the City, a strong diversity of activity, and a growing resident population. Whenever possible, administrative, commercial, cultural and entertainment facilities that are significant to the City or Region shall be placed in or near the Downtown. (Refer also to Section 6.1 for policies on Downtown development)"*

Maintaining convenient access to Downtown Saskatoon is a key consideration in the Future Growth Study. Convenient access for all citizens means operating a Public Transit System which operates at an efficient level. The future form of Saskatoon will have a major impact on the operation and cost effectiveness of this important utility. A balanced growth pattern centred around a healthy Downtown has been determined as the most optimal scenario for keeping Saskatoon's public transit viable in the future and continue to provide quality service to citizens who wish to patronize Saskatoon's downtown. Smart Growth also dictates that the most optimal form of a city takes into account maintaining a healthy, vibrant core area. A concentric growth pattern is recommended as a key factor in the long term survival and health of Saskatoon's Downtown.

6.13 Natural Areas

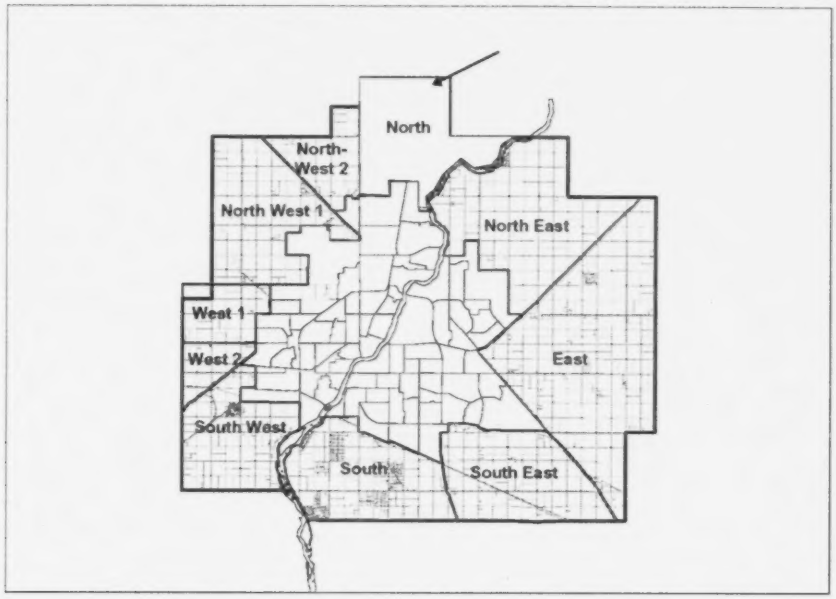
The City of Saskatoon Development Plan states:

> ***"9.3.1 Objectives:***
>
> *a) To identify and protect important ecosystems and other natural areas and archaeological sites, as part of the land development process;*
>
> *b) To enhance the beauty and enjoyment of the City and Region; and*
>
> *c) To conserve the biodiversity of both plant and animal life for the enjoyment of present and future generations."*

The objectives to conserve Saskatoon's natural areas in the midst of urban development requires a balanced approach and is at the heart of the Smart Growth movement. At the present time, it is understood that to conserve a natural area in an urban environment is to manage it. Natural areas and areas of archaeological significance in and around Saskatoon have been mapped and fully considered in the recommendations to City Council. There are two significant natural areas located in the North-East Sector which will have a significant impact on the future design of a new Suburban Development Area. However, the largest natural area provides an opportunity to conveniently store storm water on site and an economical method to carry this runoff to the South Saskatchewan River. Other opportunities exist for these natural areas to be blended into the urban landscape to provide interpretive, educational and environmental value to the community.

7 Results of Study

7.1 NORTH



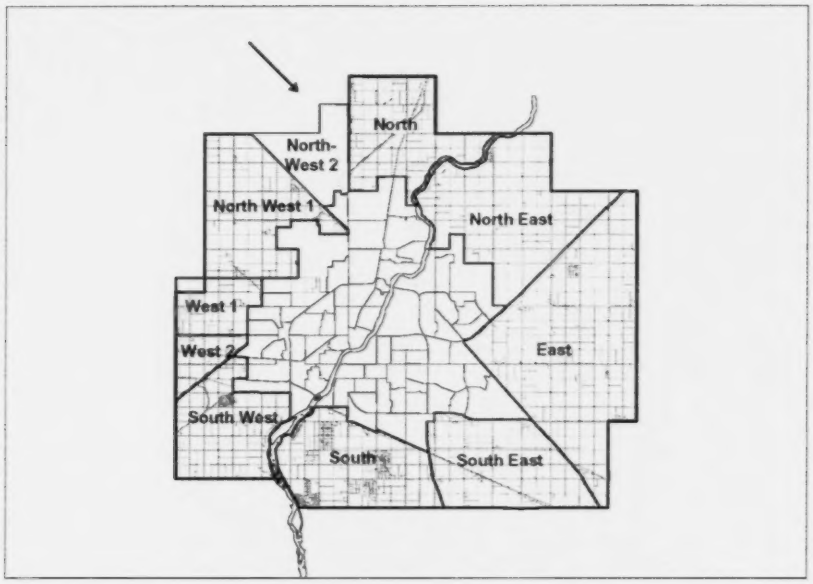
The North Growth Sector is characterized by:

- relatively large amounts of Industrial Development;
- the location of two chemical plants;
- large amount of Class 3 and Class 4 Agricultural Land;
- the Wanuskewin Heritage Park;
- relatively low-lying topography (495 - 511 metres);
- significant amount of known Archaeological sites along Riverbank;
- low proximity to the Downtown;
- significant segregation from other residential areas;
- large amount of private land ownership;
- inexpensive servicing costs;
- one large, significant Natural Area;
- a relatively large amount of infrastructure such as railways and highways; and,
- one known contaminated site adjacent to the Riverbank.

Many constraints exist in this sector which would add either significant cost to urban residential development or would seriously constrain the design options of a future Suburban Development Area. The existence of highways, natural areas, Wanuskewin Heritage Park, the segregation of the area from existing residential development and the distance to the Downtown make the North a poor choice for future residential development. However, it has been noted that due to proximity to necessary infrastructure such as railways, highways and existing industrial uses, this sector is attractive for future industrial expansion of Saskatoon.

Study Team Recommendation: **NOT RECOMMENDED (for residential growth).**

7.2 NORTH-WEST2



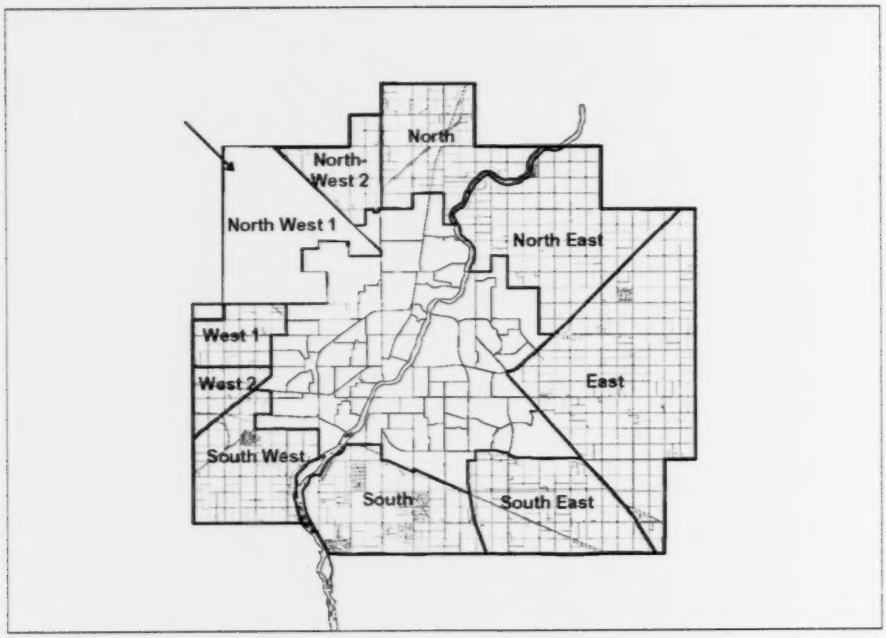
The North-West 2 Growth Sector is characterized by:

- prohibitively high servicing costs;
- land designated for an Environmental Industrial Park;
- low proximity to the Downtown;
- low amount of known Archaeological sites;
- no significant natural areas;
- relatively flat topography (501-512 metres);
- large amounts of Class 3 and Class 4 Agricultural Land;
- significant segregation from existing residential areas;
- poor location for development of transportation routes to Downtown;
- low proximity to riverbank amenities; and,
- low amounts of obtrusive infrastructure.

North-West Sectors 1 and 2 are considered the most expensive areas of the city to extend services to. Although low in environmental constraints, other significant constraints include difficulty facilitating transportation routes to the Downtown, low proximity to riverbank amenities, segregation from other residential areas and high costs of utilizing existing infrastructure. Mainly due to its high cost and significant segregation, the North-West 2 Growth Sector is regarded as neither efficient nor desirable for urban residential growth. However, portions of an Environmental Industrial Park extend approximately 800 metres north of the Agriplace Industrial Park into the RM of Corman Park.

Study Team Recommendation: **NOT RECOMMENDED (for residential growth).**

7.3 NORTH-WEST1



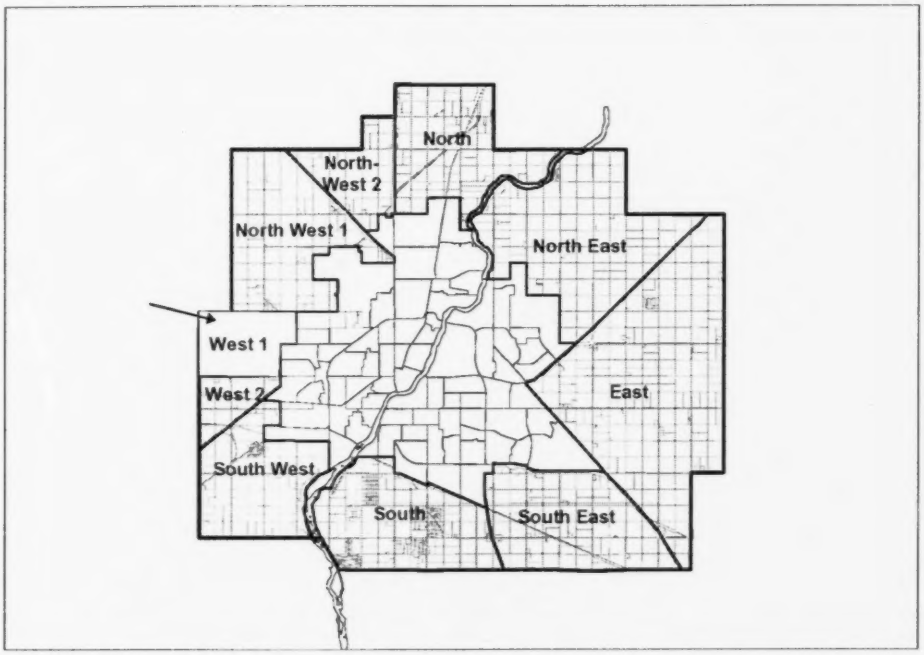
The North-West 1 Growth Sector is characterized by:

- prohibitively high servicing costs;
- close proximity to the Airport;
- highly affected by Airport noise;
- one multi-parcel residential development;
- one intensive livestock operation;
- low proximity to the Downtown;
- low amount of known Archaeological sites;
- no significant natural areas;
- large amounts of Class 3 Agricultural Land;
- high amount of private land ownership;
- large variation in elevation (476 - 528 metres);
- significant segregation from existing residential areas;
- poor location for transportation routes to Downtown;
- low proximity to riverbank amenities; and,
- low amounts of obtrusive infrastructure.

North-West Sectors 1 and 2 are considered the most expensive areas of the city to extend services to. Although low in environmental constraints, other significant constraints include difficulty facilitating transportation routes to the Downtown, significant proximity to high noise levels from the Airport, low proximity to riverbank amenities, segregation from other residential areas and high cost of utilizing existing infrastructure. Mainly due to its high cost, high noise levels and significant segregation, the North-West 2 Growth Sector is not regarded as a desirable area for urban growth.

Study Team Recommendation: **NOT RECOMMENDED**.

7.4 WEST1



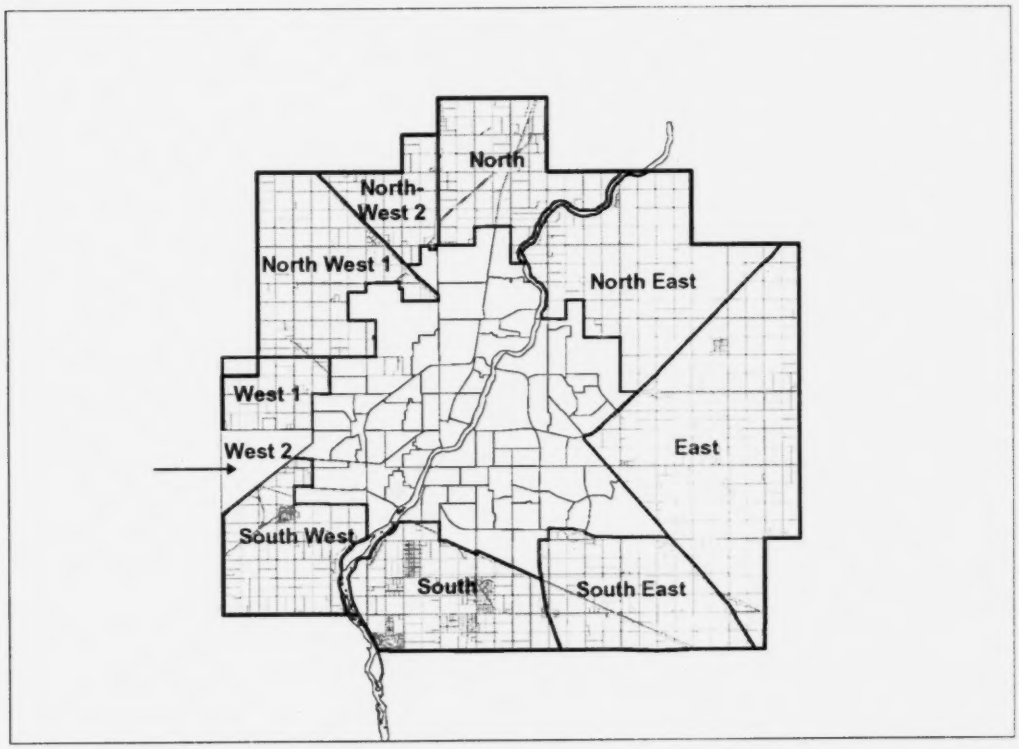
The West 1 Growth Sector is characterized by:

- high servicing costs;
- predominantly agricultural land uses;
- reasonable proximity to the Downtown;
- adjacency to existing residential development;
- no significant natural areas to preserve;
- 100% Class 3 Agricultural Land;
- no known Archaeological sites;
- moderate amount of city-owned land;
- advantageous for balanced growth;
- relatively flat topography (499 - 505 metres);
- advantageous for utilization of future ring road;
- low amounts of intrusive infrastructure;
- no significant constraints to future urban development aside from servicing issues.

West Sector 1 is considered an expensive area of the city to extend services to. Furthermore, the design of an efficient transportation route to and from this growth sector to major employment areas of the city remains a significant challenge. Aside from servicing and transportation, the land area of the West 1 Growth Sector is slightly under 4,000 acres. If West 1 is chosen as a desirable growth sector, approximately 500 acres would need to be added (likely from the West 2 Growth Sector) to obtain the minimum land area required for a new Suburban Development Area. Other than cost, no other significant constraints have been identified in the study. The West 1 Growth Sector is being recommended for design analysis because its development will provide the means for balanced growth and promote a concentric growth pattern around the core of Saskatoon.

Study Team Recommendation: **RECOMMENDED**.

7.5 WEST2



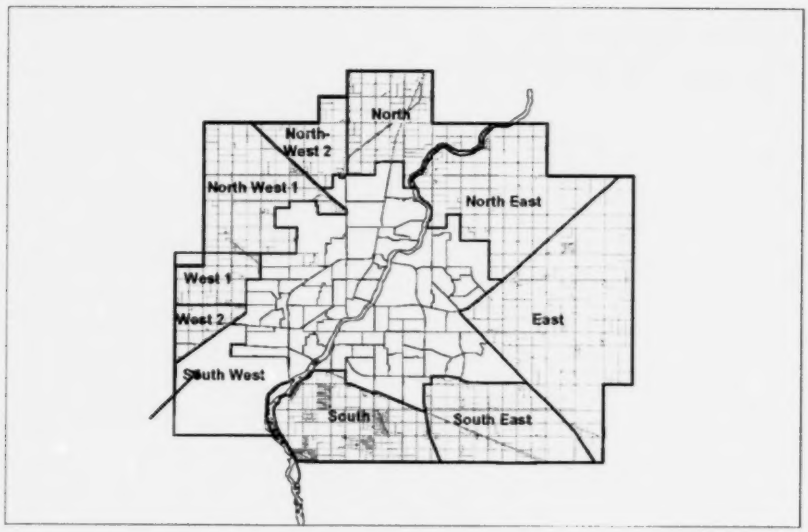
The West 2 Growth Sector is characterized by:

- high servicing costs;
- very small land area;
- reasonable proximity to the Downtown;
- mainly agricultural;
- no known Archaeological sites;
- no significant natural areas to preserve;
- large amount of Class 3 Agricultural Land - some Class 5 Land;
- moderate amount of city-owned land;
- one significant low area - otherwise generally flat (497 - 506 metres);
- costly utilization of existing infrastructure;
- major infrastructure (2 rail lines)

The West 2 Sector is considered an expensive area of the city to extend services to. The sector also is affected by two (2) rail lines which dissect the land area making a future Suburban Development Area difficult to design. The design of an efficient transportation route to from this growth sector to major employment areas of the city remains a significant challenge. The land area of the West 2 Growth Sector is well under the minimum 4,000 acres required for a Suburban Development Area. A new regional solid waste facility is currently being considered for this growth sector. A minimum land area of 640 acres is required for a new landfill which would consume a large portion of the land area in this growth sector. Therefore, this growth sector is not being recommended for future residential development.

Study Team Recommendation: **NOT RECOMMENDED**.

7.6 SOUTH-WEST



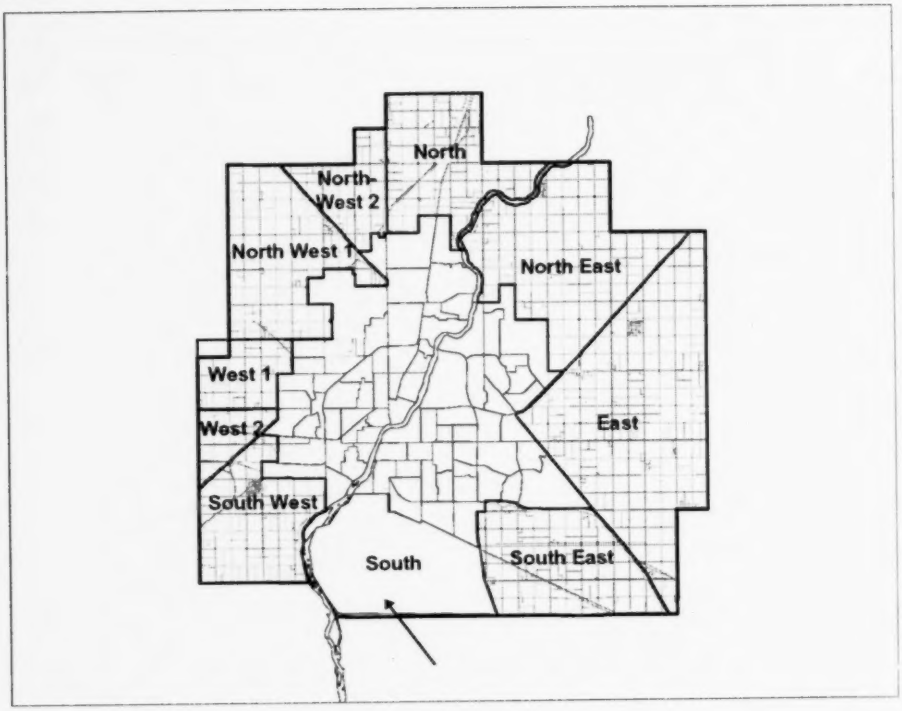
The South West Growth Sector is characterized by:

- moderate servicing costs;
- large land area;
- diverse mixture of Soil Classes for Agricultural Use;
- diverse, aesthetic topography (477 - 514 metres);
- no significant Natural Areas to preserve;
- one Intensive Livestock Operation;
- large amount of privately owned land;
- scattered amounts of known Archaeological sites;
- close proximity to the Downtown;
- large amounts of intrusive infrastructure such as landfill, high pressure natural gas, railway, highway and electrical overhead lines;
- one multi-parcel residential development (Cedar Villa Estates);
- prime agricultural land (Class 2 soil) along Valley Road.

The South West Sector poses significant challenges to Future Growth. Much of the City's major infrastructure originates within this area. For example, there are two major high pressure gas lines feeding natural gas to the city from the south-west. In addition, the Queen Elizabeth power station, City of Saskatoon Landfill, C.N. Rail Yards and RM Industrial uses all contribute to the complexity of this growth sector. Although this growth sector has many attributes such as proximity to the Riverbank and the Downtown, the estimated cost and difficulty of developing 4,000 acres of fully serviced residential land may outweigh any benefits which would accrue from urban expansion in the South West. However, the feasibility and costs associated with developing the West 1 sector are dependent on essential services running through the South-West sector. Economies of scale in terms of servicing costs are accrued by considering the West 1 and South-West sectors together. Although not recommended today, the South West sector may yield some potential for urban expansion once the full servicing of the West 1 sector is completed. Servicing of the West 1 sector may provide opportunities to examine the potential of this growth sector.

Study Team Recommendation: **NOT RECOMMENDED (with provisos)**.

7.7 SOUTH



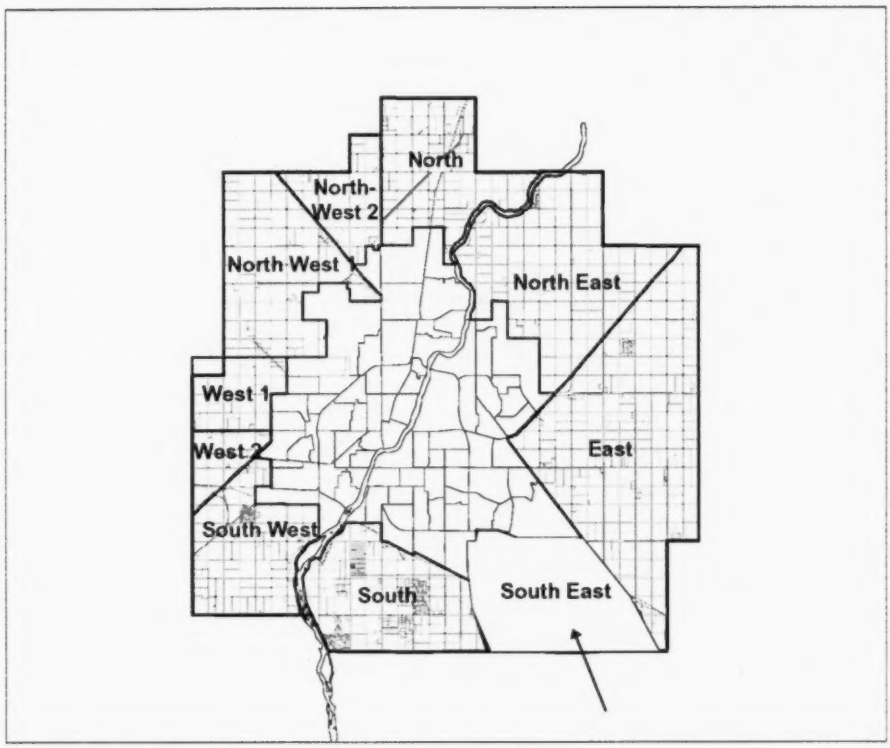
The South Growth Sector is characterized by:

- moderate servicing costs;
- large land area;
- large amount of Class 4 Agricultural Land;
- close proximity to the Downtown;
- some known Archaeological sites along CN Right of Way;
- high concentration of multi-parcel residential developments;
- gradual topography (476 - 516 metres);
- diverse land uses;
- no significant Natural Areas to preserve;
- large amount of privately-owned land;
- low proximity to existing major employment centres outside of the Downtown.

The South Sector contains a concentration of existing multi-parcel developments such a Grasswood Estates, Furdale and Riverside Estates. The existence of these multi-parcel developments is considered to be a significant constraint to urban development. The multi-parcel developments exist within a country-residential setting. Future urban expansion into this sector would significantly alter the existing character of these developments. It is the opinion of the Study Team that there would be significant resistance from the existing residents to any attempt by the City to annex these lands into the City for future urban development. Furthermore, a significant loss to the RM tax base would result if annexation of these lands occurred. This sector may be considered for further country residential development within the RM of Corman Park, however more study of this opportunity is required.

Study Team Recommendation: **NOT RECOMMENDED**.

7.8 SOUTH-EAST



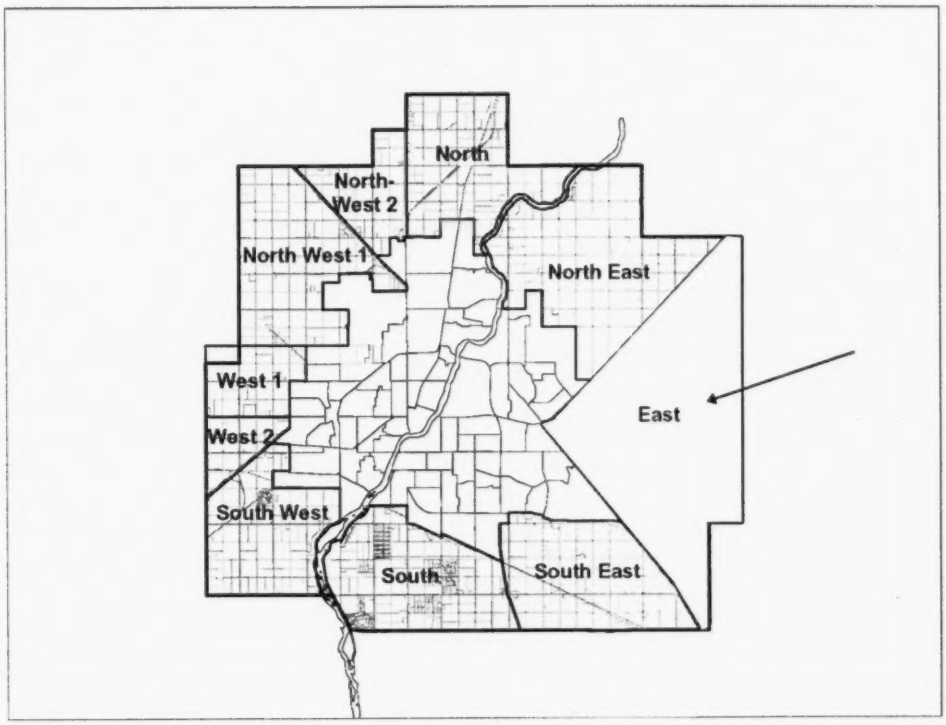
The South East Growth Sector is characterized by:

- high servicing costs;
- large land area;
- one large Intensive Livestock Operation (U of S);
- large amount of Class 3 Agricultural Land;
- low proximity to the Downtown;
- one known Archaeological site;
- mainly agricultural;
- no significant Natural Areas to preserve;
- large area owned by University;
- no city owned land;
- relatively low-lying in middle of sector (501 - 528 metres);
- costly to utilize existing infrastructure;
- major infrastructure (railway)
- low proximity to the Riverbank

The South East Sector is regarded as one of the most expensive areas to develop as an urban area. Off-site servicing costs and staging costs are high, the area is not close to other employment areas, large land holdings exist and the area will not be easy to serve from a public transit point of view. This area is regarded as one of the least favourable for urban growth.

Study Team Recommendation: **NOT RECOMMENDED**.

7.9 EAST



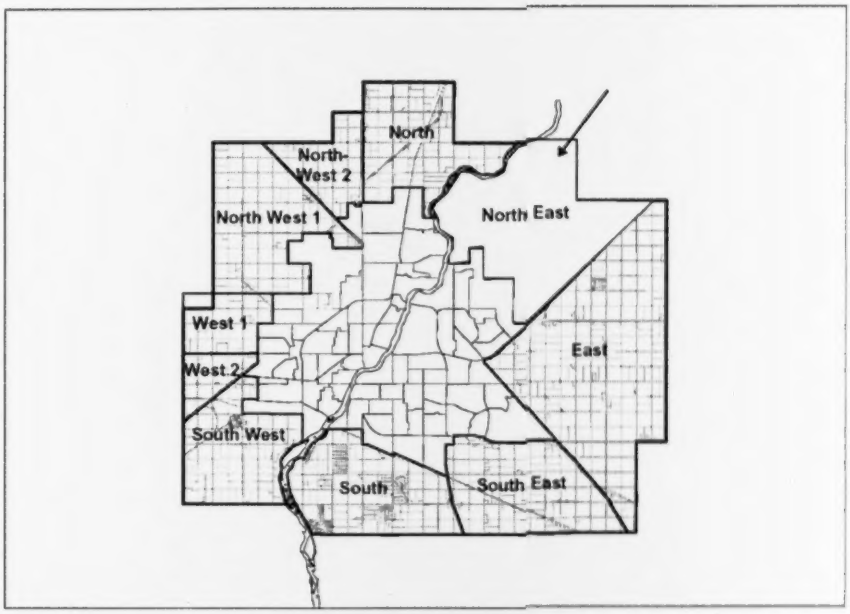
The East Growth Sector is characterized by:

- low servicing costs;
- large land area 8,880 ha. (12,943 acres);
- mostly Class 3 with small amount of Class 2 Agricultural Land;
- no significant Natural Areas to preserve;
- large amounts of privately-owned land;
- mainly agricultural;
- good proximity to major employment areas;
- few known Archaeological sites;
- low proximity to the Riverbank;
- one (1) multi-parcel residential development;
- low levels of intrusive infrastructure;
- rising topography from west to east (508 - 593 metres).

Overall, the East Sector has the fewest constraints of any growth sector. This growth sector is relatively flat area which rises to the East but will permit easy servicing of 4,000 adjacent to Saskatoon. There appears to be no major constraints to developing this sector for a new Suburban Development Area to support 50,000 people. Although this is the largest growth sector which could potentially accommodate many new Suburban Development Areas, the East Sector rises sharply in elevation beyond Freeborn Road which would add significant cost to servicing the eastern portion of this growth sector. However, the first 4,000 acres required for a new Suburban Development Area is relatively flat and economical to service.

Study Team Recommendation: **RECOMMENDED**.

7.10 NORTH-EAST



The North East Growth Sector is characterized by:

- low servicing costs;
- two (2) large Natural Areas;
- high diversity of Agricultural Soils;
- low-lying topography in west - rising in East (486 - 535 metres);
- few known Archaeological sites;
- mainly agricultural;
- buffers - Wanuskewin, Sewage Treatment Plant; and, two Chemical Plants;
- one (1) multi-parcel residential development;
- two (2) large land holdings (hutterite colony & U of S);
- one (1) small Intensive Livestock Operation;
- low proximity to Downtown;
- high proximity to Riverbank amenities;
- low levels of intrusive infrastructure.

The North East Sector contains some significant constraints to growth, but overall, has many attributes which make this growth sector worthy of consideration for future residential growth. Among the most significant constraints are the buffers which are required around some significant land uses located in other sectors. These include Wanuskewin Heritage Park (1.8 km buffer), the Sewage Treatment Plant (800 metres) and the Sterling Chemical Plant (1 kilometre). However, the setting close to the Riverbank, the large natural areas and rolling topography make this an attractive area from an aesthetic point of view. The existence of low lying natural areas makes storm water management easier to accomplish. The area can be served with full underground servicing with moderate cost, however integration with existing transportation systems may be more difficult. Overall, the North East Growth Sector appears to be a desirable area for future residential growth, however more detailed analysis is required.

Study Team Recommendation: **RECOMMENDED**.